AMENDMENTS TO THE DRAWINGS:

Figure 2 has been amended to show the switch (circuit-breaker) aspect of the detector 13 thereby providing correspondence between the drawings, specification and claims, as originally filed. No new matter has been added.

AMENDMENTS TO THE SPECIFICATION:

Please amend Paragraphs 0004, 0012, 0022 and 0026 in the specification as follows:

[0004] The aforementioned problem(s) are overcome via the safety arrangement and procedures of the present invention(s). In an exemplary embodiment, the invention takes the form of a safety device in a tipping dump body of a truck in which the dump body, through the operation of a control in the driver's cab of the vehicle, and by means of at least one preferably hydraulic lifting cylinder, is designed to be moved between a lowered transport position and a raised tipping position. A floating position is also accommodated in which the lifting cylinder is not pressurized, as is a holding position in which the lifting cylinder is pressurized and the position of the dump body is locked. In the example, the device has the characteristics of a detector that is designed for detection of the driver's presence in, or absence from, the driver's cab. Via this device, either a presence signal or an absence signal is delivered to a controller depending on whether or not the driver is in the driver's cab. Preferably, the control is designed, in the event of an absence signal from the detector, to assume the holding position.

[0012] Fig 4 shows a cross-sectional, partial cut-away side view of the control in Figure 3~~1~~, taken along the line 4-4 in Figure 8. The control in this figure is shown with a cover~~, not shown in Figure 1,~~ fitted to the body of the control;

[0022] In the embodiment shown, the detector 13 is fitted to the driver's seat 12 in the vehicle 1 and comprises an electrical circuit breaker or switch ~~(not shown)~~. As an example, from this configuration, a presence signal (driver detected signal) corresponding to a closed position of the circuit breaker or switch can be generated. Similarly, an absence signal (no-driver detected signal) corresponding to the open position of the circuit breaker or switch can also be generated.

[0026] As will be apparent from Figures 3 to 6, the mechanical catch member 21 preferably includes a divided, curved clevis 24, which has a first end section 25, adapted for engagement with the solenoid 23, and a second end section 26, by which the clevis ~~21~~ 24 is pivoted about a suspension axis 27 fixed in the body 15 of the control 11. The clevis arm 24 furthermore has an intermediate section 28, an underside 29 of which has a profiled engagement surface 30 for interlocking engagement with a pin 31 projecting essentially at right angles from the operating lever 14. The pin 31 more specifically projects on each side of the operating lever 14, as will be seen from Figure 3.